

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 8043

三十月十年元統宣

THURSDAY, NOVEMBER 25, 1909.

四拜禮

號五廿月一十英港香

\$36 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,250,000
Sterling \$15,000,000 at 1/2 = \$15,000,000
Silver \$15,250,000 at 1/2 = \$15,250,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. GIBSON—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
A. G. Barrett, Esq.
C. S. Gubbay, Esq.
C. R. Leesman, Esq.
Fr. Lieb, Esq.
A. Shellen, Esq.
R. Shewan, Esq.
H. A. Sles, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd November, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1825.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits for 12 months, 4 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.

W. M. DICKSON,
Manager.
Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,900,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHIO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. OHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposits:
For 12 months 4 1/2 per Cent.
For 6 months 3 1/2 per Cent.
For 3 months 3 per Cent.

TAKKO TAKAMICHI,
Manager.
Hongkong, 12th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL PAID-UP Mark 1,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handel-Gesellschaft.
Bank für Handel und Industrie.
Robert Warshawsky & Co.
Meidelssohn & Co.
M. A. von Meidelssohn & Soehne.
Frankfurt a. M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Köln.
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROYSCHEIDT & SONS.
THE UNION OF LONDON AND SMITH'S B. & M. LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.
Hongkong, 4th December, 1909.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th January, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000
ABOUT MEX \$7,322,322
RESERVE FUND GOLD \$3,500,000
ABOUT MEX \$7,322,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENBELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per Annum.
For 6 months 3 1/2 per Cent. per Annum.
For 3 months 3 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

Intimations.

EXTRAORDINARY BARGAINS.

Come 'All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.
7.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATE named:—

FOR SHANGHAI STEAMERS TO SAIL ON REMARKS
Himalaya About 26th Nov. } Freight and Passage.
Capt. L. E. S. Spicer

LONDON, &c., via usual Ports { ASSAYE About 27th Nov. } See Special Advertisement.
Capt. Owen Jones, R.N.R.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES NAMUR About 1st Dec. } Freight and Passage.
Capt. H. W. Kenrick, R.N.R.

SHANGHAI, MOJI, KOBE & SICILIA About 4th Dec. } Freight and Passage.
Capt. C. H. Watkins, R.N.R.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co's Office, Hongkong, 24th November, 1909.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED.

NEW STOCK OF
"WALK OVER"
BOOTS

IN
BLACK, BROWN,
AND
PATENT LEATHERS.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER

BEER.

THE LEADING BEER IN THE FAR

EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909.

Hotels.

FEATHER-GRAND BOXING CONTESTS CHAMPION-WEIGHT

KING'S BIRTHDAY CELEBRATION SHIP.

THURSDAY, 25th November, BELLE VIEW STADIUM.

Accommodation for 2,000 SEATS \$4, 2 & 1 The Chinese "J. L." will make his debut.

HONGKONG GARRISON NOTE THE TIME Commencing 2.30 p.m. sharp. Special Trains from P.O. every 5 mins. Drinks usual prices.

HOTEL CRAIGIEBURN.

LANE'S GAP, the PEAK, near the TRAM TERMINUS Tel 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st Nov. 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,105 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HUANGSHAN" 1,998 Tons.

Departures from Hongkong to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sasui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 28th NOVEMBER, 1909.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager.

THE VIENNA CAFE

COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed.

Strictest cleanliness all over the place.

Use only first class flour and other material.

The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BLUMENTHAL,

Manager.

Telephone, 170.

Telegram "Astor."

(14)

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	"KLEIST"..... Capt. O. Fabke	WEDNESDAY, 1st Dec, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.....	"GOEBEN"..... Capt. B. Walbelmi	About WEDNESDAY, 1st Dec.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE.....	"PRINZ WALDEMAR"..... Capt. F. Iscke	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE.....	"PRINZ SIGISMUND"..... Capt. D. Lenz	About SATURDAY, 11th Dec.
KODAT and SANDAKAN.....	"BORNHO"..... Capt. F. Sembill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th November, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	"POLYNESIE"..... Broc		6th Dec., P.M.
MARSHALLS, VIA PORTS.....	ERNEST SIMONS..... Girard		7th Dec., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	OCEANIE..... Seller		20th Dec., P.M.
MARSHALLS, VIA PORTS.....	TOKIN..... Charbonnel		21st Dec., at 1 P.M.

Through Tickets to London via Paris from £27.10 to £31.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

23rd November, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Maréchal (1900 tons 14 knots) Capt. Biennime

DEPARTURE:

From HONGKONG to the Co's Wharf near Wing Lok Street Every Night at 10 o'clock excepting Saturdays.

From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES: 1st CLASS \$5.00, 2nd CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

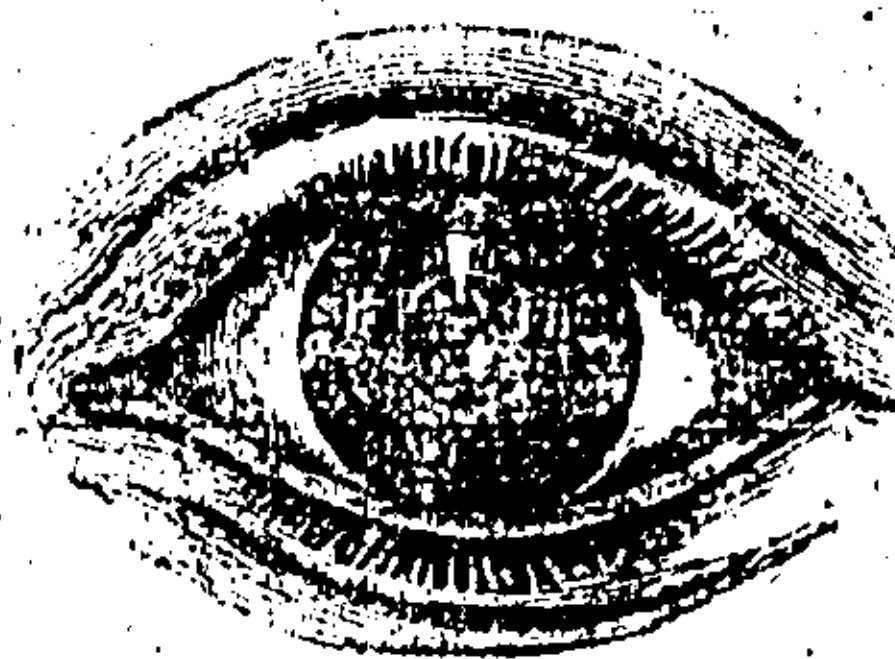
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL put your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.C.

59, Esplanade Street

66, Nanjing Road.

Wangchow, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft.
Width of Entrance ... 80 "
Water on Blocks 28 "

NO. 2 DOCK.

Docking Length 375 ft.
Width of Entrance ... 50 "
Water on Blocks 26 "

NO. 3 DOCK.

Docking Length 481 ft.
Width of Entrance ... 63 "
Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy.

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,

4th Floor, 30th April, 1909.

REGRET

You will NEVER if you VISIT

MOHIDEEN & THAHA,

in D'AGUILAR STREET, the

NEW JEWELLERS AND DEALERS

in CEYLON PRECIOUS

STONES

of every description, and other GEMS.

Hongkong, 1st August, 1900.

To Let

TO LET.

NO. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 14, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

THE TWO COTTON SPINNING & WEAVING CO., LTD.

ANNUAL REPORT.

Report for presentation at the Fourteenth Ordinary Meeting of Shareholders to be held at the offices of the General Managers, on Friday, 26th November, 1909, at 11 a.m.

The General Managers submit a Statement of Accounts to 31st October, 1909, showing the result of twelve months' working to that date.

The Balance at Credit of Profit and Loss is Tls. 307,154.03, which it is proposed to deal with as follows:—

To pay a dividend of Tls. 11.00 per share on 15,000 Shares Tls. 165,000.00	
To place to Repairs and Renewals Account.....	30,000.00
To place to Equalization of Dividend Account.....	100,000.00
To write off Furniture Account.....	1,262.18
To carry forward to new account.....	10,991.75

Tls. 307,154.03

During the year the sum of Tls. 21,603.49 has been expended on Special Repairs and Renewals, and the whole of the machinery is in excellent working order, numerous important additions having been made thereto.

CONSULTING COMMITTEE.

In accordance with Article XVII, the Members of the Consulting Committee retire, but all are eligible and offer themselves for re-election.

AUDITOR.

Mr. G. P. Wiegrove has audited the Company's Accounts and his re-election to the position requires the confirmation of the Shareholders.

JARDINE, MATHESON & Co., LTD.,
General Managers,
Shanghai, 11th November, 1909.

STATEMENT OF ACCOUNTS FOR YEAR ENDED 31ST OCTOBER, 1909.

BALANCE SHEET AT 31ST OCTOBER, 1909.

Dr.

Liabilities.

Tls. cds.

To Capital—Authorized 20,000 shares at Tls. 50=Tls. 1,000,000	
—subscribed 15,000 shares at Tls. 50.....	750,000.00
Accounts payable.....	52,056.49
Uncollected Dividends.....	15,604.00
Repairs and Renewals.....	10,991.75
Equalization of Dividend Account.....	100,000.00
Profit and Loss.....	307,154.03

Tls. 1,885,053.37

Assets.

Cr.

Tls. cds.

By Property.....	139,438.25
Buildings.....	300,430.38
Plant and Machinery.....	367,620.54
Water Supply.....	4,220.81
Furniture.....	3,626.18
Mill Stores.....	27,365.07
Cotton Stock.....	64,945.81
Cotton and Yarn in Process.....	31,826.76
Yarn Stock.....	21,355.25
Waste in Stock.....	16,853.27
Unexpired Fire Insurance Premiums.....	928.77
Accounts Receivable.....	135,366.78
Jardine, Matheson & Co., Ltd.....	166,000.00
Cash in Hand.....	5,443.50

Tls. 1,885,053.37

PROFIT AND LOSS ACCOUNT FOR YEAR ENDED 31ST OCTOBER, 1909.

Dr.

Tls. cds.

To Rates and Tax.....	3,379.40
Fire Insurance.....	19,344.47
Interests.....	11,615.77
Directors' Fees.....	3,000.00
Auditor's Fees.....	250.00
Repairs and Renewals.....	7,604.40
General Managers' Commission on net profit 10% on Tls. 331,593.00.....	33,159.30
Balance.....	307,154.03

Tls. 385,107.37

Cr.

Tls. cds.

By Balance brought forward.....	8,820.33
Balance of Working Account.....	376,547.04
Transfer Fees.....	146.00

Tls. 385,107.37

Shanghai, 8th November, 1909.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.....	18 11/16
Do demand.....	18 1/2
Do 4 months' sight.....	18 15/16
France—Bank T.T.....	7.17
America—Bank T.T.....	42
Germany—Bank T.T.....	76 1/2
India T.T.....	1 1/2
Do demand.....	12 1/2
Shanghai—Bank T.T.....	75
Singapore—Bank T.T. per H.K. \$100.....	7 1/2
Japan—Bank T.T.....	84 1/2
Java—Bank T.T.....	104 1/2

Buying.

4 months' sight L/O.....	1/9 1/2
6 months' sight L/O.....	1/10 1/2
30 days' sight San Francisco & New York.....	44
4 months' sight do.....	44
30 days' sight Sydney & Melbourne.....	2.21 1/2
4 months' sight France.....	2.21 1/2
6 months' sight do.....	2.21 1/2
4 months' sight Germany.....	1.81 1/2
Bar Silver.....	23 1/2
Bank of England rate.....	5 1/2
Sovereign.....	11 1/2

Barometrical..... 30.19 30.13

Thermometer..... 78 71

Humidity..... 50 43

Rainfall..... 0.00 0.00

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE (Nearly New)
Balls, Cues, Rest, all complete.
Apply to—

GEO. MCBAIN,
No. 22, New Praya,
Hongkong, 24th November, 1909.

FOR SALE.

GRACA & Co.'s STORE,
27, Des Vaux Road Central.

XMAS GOODS

JUST UNPACKED

RAPHAEL TUCK'S XMAS AND NEW YEAR CARDS

Popular packets of 18 Assorted Cards for 50 cents, also selected varieties at various prices.

Xmas Auto Stationery.

Cribes, Calendars, Art Relief Novelties.

Unwearable Rag Picture Books for Children.

Mechanical and Rocking Animals.

Kindergarten A. B. C.

Pictorial Puzzle Post Cards—A highly fascinating and instructive pastime.

Post Cards "Witaway" and "Type of Beauties" Series.

TOM SMITH'S CRACKERS,

SWEETS in Fancy Boxes and Porcelain.

VARIETIES OF ALBUMS FOR—

Autographs, Poetry, Post Cards, Postage Stamps.

GIFT BOOKS—Selected varieties appropriate for Children.

ARTISTIC PICTURES on glass, &c. framed.

VIEW POST CARDS of Hongkong, China and Chinese Costumes.

FLOWER and VEGETABLE STREDS.

GARDEN BOOTS with wooden soles and thick felt lining.

ICTORIAL GUIDE to Gardening.

PERFUMES, SOAP, Hair Tonic.

DISH PAPERS.

MANILA CIGARS and CIGARETTES; also

USED POSTAGE STAMPS and ALL PHILATELIC REQUISITES.

INSPECTION INVITED.

Hongkong, 20th November, 1909.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Vaux Road.

Dentistry

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Intimations.

Powell's

ALEXANDRA
BUILDINGS.FURNISHING DEPARTMENT
FIRST FLOOR BY LIFT FOR

OR CKERY

DINNER WARE

Best English China and
Earthenware, Smart Designs
in 54-70-108 Piece Sets
from \$15 to \$125 Per set.Our Stock Line, in all White,
is Worthy for Your Notice.
This we are offering in 54
Piece Sets at \$18.00 and 70
Piece Sets at \$27.50 or any
Separate Piece Sold.BREAKFAST AND
TEASETSFinest English China, Taster-
fully Decorated in the Latest
Patterns 29 and 40 Piece
Sets from \$0.75 to \$45.Our Stock Line, in White and
Gold, is a Fine Thin China,
Fit for any Home. 40 Piece
Sets \$8.25 or any Separate
Piece Sold.

TOILET WARE

New Consignment of our well
known White and Gold
Quality at \$7.50 per set.
Breakages Replaced from
Stock.

ALSO

"Scipio" Art Design in Co-
lour Blue, Orange, Bronze
Green and Crushed Straw-
berry Colourings Bright
Lustrous Shades.POWELL'S
ALEXANDRA
BUILDINGS.

and

28, Queen's Road.

Hongkong, 20th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from The Registrar, Supreme Court,
to sell by
PUBLIC AUCTION,
TO-MORROW (FRIDAY),
the 26th November, 1909, at 11 A.M.,
THE GOODS AND CHATTELS
of G. Bartolomeo of Chater Road,
Comprising:—A QUANTITY OF CONFECTIONERY, GLASS
SH W CASES, MARBLE-TOP TABLES,
CHAIRS, GLASS AND E.P. WARE, ELEC-
TRIC FANS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th November, 1909. [79]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 27th November, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,SUNDY VALUABLE
HOUSEHOLD FURNITURE,
Comprising:—
SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD OVER-
MANTELS with BEVELLED GLASS,
BOOKCASES, TEAKWOOD SIDE-
BOARDS and DINNERS WAGGONS with
BEVELLED GLASS, WARDROBES with
BEVELLED GLASS, MARBLE-TOP
DRESSING TABLE and WASHSTAND
with BEVELLED GLASS, HATSTANDS,
Double and Single BRASS-MOUNTED
BED-HEADS with WIRE and RATTAN
MATTRESS, CARPETS, GLASS, CROCK-
ERY and E.P. WARE, CANTON CAR-
VED BLACKWOOD WARE, BRASS and
IRON FENDERS, COOKINGSTOVE and
UTENSILS;Also
One COTTAGE PIANO.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd November, 1909. [79]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received
instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Doddell Street, Victoria, Hongkong,
THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.

The Properties consist of:—

LOT 1—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marine Lot
No. 14 together with the message erec-
tions and buildings thereon known as No.
88 B. 13th Strand area 1,680 square feet.
Term 99 years. Annual Crown rent
\$30.10.LOT 2—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 4 of Section B of Marine Lot No.
6 together with the message erec-
tions and buildings thereon known as No. 6
B. 13th Strand. Term 99 years. Annual
Crown rent \$60.00.LOT 3—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Sub-
section 2 of Section A of Kowloon Inland
Lot No. 713 together with the message
erec-
tions and buildings thereon known as No. 6
B. 13th Strand. Term 75 years. Annual
Crown rent \$7.50.LOT 4—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 1 of Section A of Kowloon Inland
Lot No. 713 together with the message
erec-
tions and buildings thereon known as No. 6
B. 13th Strand. Term 75 years. Annual
Crown rent \$7.50.For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to
Mr. GEO. P. LAMBERT,
The Auctioneer.

Hongkong, 19th November, 1909. [79]

THE "LA SYPHNE" DISASTER.

LATEST DETAILS.

It is a melancholy satisfaction that out of the
tragedy of the *Rhio Straits*, there emerge, as
the details become more widely known, ac-
counts of many acts of heroism on the part of
those who were so suddenly called upon to
fight for their lives, says the *Singapore Free
Press* of the 16th inst. The action of Glendin-
ning, the sailor, who in a water inflated by
sharks, called out to his rescuers to save others
before they rescued him, the brave attempt of
Maxwell to save the life of a lady passenger
thwarted, unhappily by the action of some
Malays who tried to cling on to him, and many
other acts which have not come to light but
undoubtedly occurred, bring consolation to
some extent for the grief caused by the disas-
ter. Maxwell barely saved his life as he was
scrambling on to a raft at the moment when a
shark snapped at and gashed his leg. Glendin-
ning, when pulled on board the boat aided
materially in the work of rescue, and Mr. Adm.
of the *Onida* jumped into the water and saved a
Chinaman who had nearly gone down. Of the
saved it appears that Muller, Bolton, Glendin-
ning and Saliba are British seamen, the two
unaccounted for being named D. Driscoll and
G. Craig. Mr. Habb who was lost was a
Parisian diamond merchant residing in Paris.
Mr. Dreyfus who was saved is the well known
local agent of Pathe Freres. Mr. Tolin was a
Parisian actor, as was Mr. Deslacroix, who un-
fortunately lost his life. Madame Saint Ange,
Mlle Deslacroix and Mlle Bathy, we have as yet
been unable to trace, but Baron and Baroness
de Beniczky were, we understand, Austrian
nobilities who were touring in Java and the
East. Mr. Maxwell, was, as stated yesterday,
the son of an engineer and sugar machinery
manufacturer of London, Mr. D. W. F. Max-
well.During yesterday certain statements were
made in the Master Attendant's Office, Capt.
Dagge, it is understood reducing to writing
certain matters in connection with the occur-
rence. The Captain, whose promptness and
decision with that of his officers and crew con-
tributed to the saving of so many lives, is deep-
ly affected by the sad accident.

THE R. V. ONIDA IN DRY-DOCK.

A considerable number of persons assembled
early yesterday morning at the Victoria Dock
to see the steamer *Onida* enter, and to view the
damage she had sustained. The *Onida* is a
large freight steamer of some 6,000 tons and
judging by the tremendous hole made in her
bow she undoubtedly collided with terrific
force. She has been stuck just below the
main deck and the gap extends some 15 to 20
feet from the stem. Standing with your face
to the steamer the mouth fairly gapes and re-
presents nothing so much as a large shark's
waiting to demolish something or somebody.
The plates are all buckled and crumpled up
like so much brown paper, and it is hardly
credible to imagine, unless one is familiar with
marine collisions, what destruction can be
wrought in two minutes which will take two
months to repair. The *Onida* before she is
ready for sea again will want practically new
bows, as her stem has been broken in two
places, and the force of the impact has driven
the whole of the plates over to the port-side for
about seven feet. It may be stated briefly that
some 20 to 30 feet of the bow have been in-
jured and the cost of repairing same must
necessarily run into several thousands of
pounds and lay the vessel up in dock for
weeks.Examining this great fissure it is curious to
note that lying within the aperture are some of
the deck plates of the *La Syphe* which were
wrenched off when after the ships met, the
Onida backed out and dragged them with her.
Fortunately for the British India steamer she
is provided with efficient watertight bulkhead
compartments, so that when a hole was driven
into her just about the sixth foot draught
mark, she suffered nothing more than the in-
convenience of this filling and was enabled to
steam back to port without undue anxiety.
The spot where she has suffered injury is about
the best that could be selected, for had she
struck further along, or amidships itself, the
chances are she might have sunk along with
the French steamer. The work in hand will
be arduous, as where the stem joins the keel it
will entail a large amount of splicing and
though she was "flying light" at the time of
the collision there may probably be a good
deal of interior work to be done above the gap
itself that the casual observer from the shore
knows nothing about.

WHARF-SIDE STORIES.

The main topic of conversation along the
wharves, yesterday, was the disastrous colli-
sion and many theories, suppositions, and
ideas were forthcoming as to how the calamity
occurred. These, of course, are merely to be
taken for what they are worth, and at this
juncture the circumstances could not be ex-
pressed in a newspaper. It is an agreed point,
however, that where the wrecked *La Syphe* is
now lying in about 15 fathoms in *Rhio Straits*
she is a danger to navigation and the spot must
immediately be buoyed or else the wreck
blown up.Many stories and incidents are abroad con-
cerning the *La Syphe*, but no report has yet
come to hand of the man who was luckily
compelled not to sail from Batavia but he, no
doubt, will be heard of later on. It will be re-
membered that mention some time ago was
made of the *La Syphe* having slipped her an-
chor and that this emblem of hope, after two
days search, could not be found. Superstitious
folk are now to the fore, who declare that the
loss of her anchor was the forerunner of the
present calamity. Strange to say, the lost an-
chor has since come to light and orders were
given to slip it to Saigon by the M. S. steamer
Tonkin which left yesterday.Patience, indeed are other incidents in con-
nection with the steamer's non-arrival, at the
Domeo Wharf. About ten o'clock on Sunday
morning, a small crowd was walking up and
down wondering why the steamer had not ap-
peared. One student's mind was asked was heexpecting anyone. "Yes," he replied, "I am
expecting my wife, has anything happened?"The steamer is disabled," replied an offi-
cial, not wishing to break the terrible news too
suddenly. Time went on, when the facts had
to be disclosed and the bereaved husband
sank down utterly overcome by the news.Another incident is related of a Jewish mer-
chant, who had \$50,000 worth of goods on the
steamer and was anxiously expecting her ar-
rival. When he was told of the wreck he
utterly refused to credit it, but when he realized
that such was the case he wrung his hands and
raved up and down as one demented.

LATEST INFORMATION.

Enquiries made late last night show that
prompt action has been taken in at least one
quarter to try and minimise the danger to
navigation. Every report on the occurrence
agrees that the wreck is right in the track cus-
tomarily taken by shipping from Batavia, and
is a serious menace to navigation. The Har-
bour Master of *Rhio*, Mr. Van Schrieve, was
on board the *Laurens Pit* yesterday when the
wreck was sighted. He knew nothing of the
occurrence at the time but sighting the *Schiff
Bahru*, some little while later, he had her
signalled and instructed the Captain to take
one of his own red lights and another red light
with which he supplied him, to the lighthouse
keeper at *Pulo Sau* with strict instructions to
mount them on the masts of the *La Syphe*,
and light them each evening at six o'clock. It
will thus be seen that at any rate the wreck
is temporarily lighted.Considerable anxiety was felt last night as to
one of the *Pakelvaart* boats which was due to
arrive in port between midnight and morning.
There had of course been no chance of warning
her, and it was felt she was in considerable
danger of hitting the wreck; her arrival this
morning will be anxiously awaited.The *Laurens Pit* reports picking a lot of
wreckage passengers' luggage etc. in Lat. 0.55
N. Long 104.30 E.Captain Hulcher of the *Trigonia* which
came up from *Balik Papan* also reports on the
wreck as follows. Steamer sunk in *Rhio Straits*.
Position bears lighthouse of *Pulo Sau* N. 36
W. true about 200 yards West from the lights
of *Pulo Trendjengk* in line. Position of wreck
east and west, head east. Foremast broken
down. At low water foremost about ten feet.
Very dangerous for passing at night.The Master Attendant, Commander Rad-
cliffe, R.N., has issued the following Notice to
Master Mariners:—Master Attendant's Office,
Singapore, 15th November, 1909.

NOTICE TO MARINERS.

Rhio Straits—Dangerous Wreck.
The sunken steamer *La Syphe* lies in the
following approximate position.
Pulo Sau Lighthouse, N. 32 deg. W. (Mag-
netic) distant two and three-tenths miles.
Latitude 1 deg. 01 min. 30 sec. N.
Longitude 104 deg. 12 min. 10 sec. E.
The vessel lies about 200 yards westward
of the line of leading lights on *Pulo Sau*, and
at L. W. O. S. T. the foremost shows about 4
feet and the mainmast about 18 feet above the
surface.
Great caution is necessary.

OPIUM SUPPRESSION.

INDIAN IMPORTS INTO CHINA.

The members of the *Wai Wo-pu* called on
the British Minister the other day and urged
that the importation of Indian opium into
China be reduced in accordance with the
understanding between the two countries. Sir
John Jordan replied that Great Britain was the
first country to support the opium suppression
movement in China and that he himself also
did his best to help it on. He agreed that the
importation of Indian opium ought to be re-
duced but said that unless the Chinese Govern-
ment would at the same time carry out its por-
mise to stop the growing of the poppy in China
it would be detrimental to the interests of Great
Britain and India and contrary to the principles
of justice and equity to prohibit the importation
of Indian opium. He therefore asked that the
Chinese Government should strictly enforce
the order forbidding the growing of native
opium and promised that if that were done he
would see that the importation of Indian opium
was gradually reduced. H.E. Na Tung con-
sented and will, it is said, consult with the
Opium Commissioners in the matter.—*Shang-
hai Times*.CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

RETIREMENT OF CHIEF MANAGER.

The retirement of Mr. Caleb Lewis from the
position of manager of the Chartered Bank of
India, Australia, and China was recently the
topic of conversation at a presentation to him
of a marble and ornate clock, with bronze
figures—reproduced from the antique, and
bronze side ornaments; gold lever watch and
chain; also silver loving cup on plinth, each
bearing the inscription:—Presented to Caleb Lewis, Esq., by the
members of the home and foreign staff of the
Chartered Bank of India, Australia and China,
as a mark of affection and esteem on his retire-
ment from the position of manager after more
than 40 years' service in the bank.—22nd
October, 1909.In the absence of Mr. T. H. Whitehead, the
presentation was made to Mr. Lewis by Mr.
Thomas Fraser, presiding at a large gathering
of the home staff. Mr. Fraser expressed in
appropriate terms the feeling of sincere regret
shared by the members of the staff at home and
abroad, on Mr. Lewis' retirement from the
service of the bank, to which Mr. Lewis made
a very feeling reply.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized
from simple speculation, but the *great* fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with
a noise like the blowing of a thousand trumpets,
but it is soon detected and exposed. The
manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you." Sold
by all chemists.THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1907. [14]OSMAN &
CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPAOKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909. [7]

YUEN HING,
No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DRESSING
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
Hongkong, 15th August, 1909. [79]D. NOMA,
PROFESSIONAL TATTOOERAND
THE EXPERT REMOVER OF TATTOO
MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.PATRONISED BY Prince of Wales, the
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,000 testimonials from all sources.My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
only known to me. In tattooing unlike some
species of engraving, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.The copying of Portraits with distinct
mistakes is a speciality.
Hongkong, 1st September, 1904. [36]

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. *Maripha* and *Corduna*, and from
Bordeaux ex s.s. *R. Leroy Lullier*, in connec-
tion with above Steamer are hereby informed
that their Goods with the exception of Treas-
ure and Valuables are being landed and
stored at their risk into the Godowns and or
batta hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd. at
Kowloon whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remained unclaimed after
MONDAY, the 9th November, at Noon will
be subject to rent and landing charges.All claims must be sent in to me on or
before the 19th November or they will not be
recognised.All damaged packages will be examined on
MONDAY, the 19th November, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPAGNORIN,
Agent.
Hongkong, 22nd November, 1909. [9]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
25th inst., will be landed at Consignees' risk
and expense.Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE DELIVERY of their Goods
from alongside, such Cargo impeding the dis-
charge of the vessel will be landed and stored
at Consignees' risk and expense.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 23rd November, 1909. [78]NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th of November,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th of November, at 9.30 A.M.All Claims must reach us before the 1st of
December, 1909, or they will not be recognised.
No Fire Insurance will be effected.Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD.
MELOERS & Co.,
General Agents.
Hongkong, 20th November, 1909. [16]

FROM EUROPE.

THE H. A. L. Steamship

Captain Eckhorn, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and God-
own Company, Limited, whence delivery may be
obtained after 28th inst. Bills of Lading counter-
signed by the Undersigned.Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.All Claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after the 28th inst., will be subject
to rent.All broken, chafed and damaged Goods must
be left in the Godowns, where they will be
examined on the 27th inst., at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.HAMBURG-AMERIKA LINIE,
H-Kongong Office.
Hongkong, 22nd November, 1909. [78]

FROM EUROPE.

THE H. A. L. Steamship

Captain Kierberg, having arrived, Con-
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their goods are being landed and placed at
their risk in the hazardous and/or extra
hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Company
Limited, whence delivery may be obtained.
Bills of Lading countersigned by the
Undersigned.Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.All Claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th inst., will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th inst., at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd November, 1909. [78]

which deprives—and as they may be
have been charged for the better.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

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"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

(1)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANGI	FRIDAY, 26th Nov., Noon.
SHANGHAI VIA SWATOW	KWONGSANGI	FRIDAY, 26th Nov., Noon.
MANILA	LUUNGSANG	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	NAMSANGI	MONDAY, 29th Nov., 3 P.M.
SHANGHAI	CHOYANGI	WEDNESDAY, 1st Dec., 4 P.M.
SINGAPORE	AMAR	WEDNESDAY, 1st Dec., 3 P.M.
MANILA	YUANSANG	FRIDAY, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kwang Sang*, *Namsang* and *Fook Sang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days to Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have special accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Usukau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 15.

Hongkong, 25th November 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"CHERMAN"	28th Nov., Daylight.
NINGPO & SHANGHAI	"PAOTING"	28th " 4 P.M.
MANILA	"TAMING"	30th " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	30th " 4 P.M.
TIENSIN	"KUEICHOW"	30th " "
SHANGHAI	"ANHUI"	2nd Dec., "
HAIPHONG	"SINGAN"	3rd " 10 A.M.
SHANGHAI	"LINAN"	5th " Daylight.
MANILA	"TEAN"	7th " 3 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chonan, Linan, Chinkuan).

—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 15.

HONGKONG, 25th November 1909.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship

Tons

Captain

For

Sailing Dates

LUBI

ZAFIRO

For Freight or Passage, apply to SHEWAN TOMES & CO.

General Managers.

HONGKONG, 25th November 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, with no transshiping, also the shortest and fastest route from the Pacific Coast to CINCINNATI). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TALOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	TACOMA MARU Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
IAMSUI V. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 28th Dec., at 10 A.M.
ANPING V. SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	FRIDAY, 26th Nov., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 25th November, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
WARSILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SADO MARU, Capt. S. Hirodshi, Tons 6500 HIBANO MARU, Capt. H. Fraser, Tons 9000 TANGO MARU, Capt. A. Christiansen, Tons 8000	WEDNESDAY, 8th Dec., at Daylight. WEDNESDAY, 22nd Dec., at Daylight. WEDNESDAY, 5th Jan., at Daylight.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	SHIMANO MARU, Capt. K. Kawara, Tons 6500 AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 7th Nov., at Noon. TUESDAY, 4th Jan., at Noon.
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SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 26th Nov., at Noon. FRIDAY, 24th Dec., at Noon.
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SHANGHAI, MOJI AND KOBÉ	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	THURSDAY, 26th November, P.M.
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NAGASAKI, KOBÉ and YOKOHAMA	MISHIMA MARU, Capt. A. E. Motes, Tons 9000 YAWATA MARU, Capt. T. Sakine, Tons 5000	SATURDAY, 18th Dec., Daylight. WEDNESDAY, 22nd Dec., at Noon.
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KOBÉ and YOKOHAMA	AWA MARU, Capt. A. Kellie, Tons 6500	SATURDAY, 11th Dec., at Daylight.
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BOMBAY, Via SINGAPORE AND COLOMBO	MOYOBI MARU, Capt. J. C. Richards, Tons 4000	THURSDAY, 2nd December.
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Equipped with new system of wireless telegraphy. Cargo only. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo. Passengers' accommodation in white vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Esperanza*, due in London on 8th January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 13th November, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

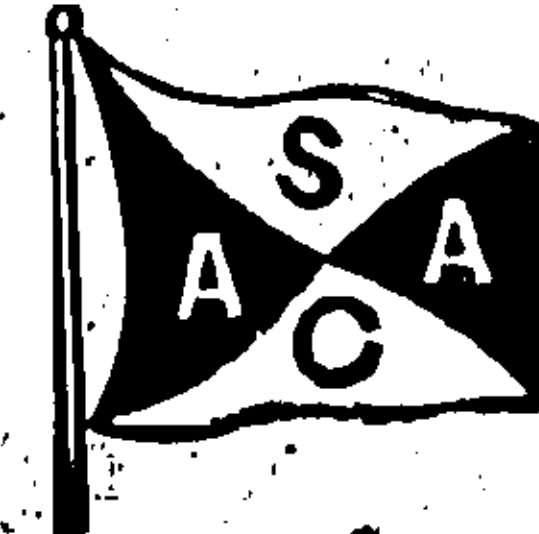
Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 1st November, 1909.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" ... On 14th December, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th November, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLYR,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. R. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for sixteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals 51.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 24th April, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"

Capt. A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 27th November, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 24th November, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 27th November, 1909.

For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, 22nd November, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 30th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 23rd November, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LOWTHER CASTLE" ... On 7th Dec.

FOR NEW YORK:

S.S. "SHIMOSA" On 18th Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 23rd November, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EMPIRE,"

Captain Pitcher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th November, 1909.

Interport Cricket.

FOURTH DAY.

STRAITS V. HONGKONG.

[By Our Special Representative.]

25th November.

Play in the Interport Cricket Tournament was resumed this morning on the Cricket Ground in excellent weather and before the largest attendance of spectators that had yet been seen on the field—due no doubt to the fact of the day being a public holiday in honour of H.M. King Edward's birthday. Also many people who had attended the unveiling ceremony in Statue Square at ten o'clock dropped in at the Cricket Ground afterwards to watch the game. When play stopped on the previous evening, Hongkong were all out for 211 against 179 scored by the Straits in their first innings.

TODAY'S PLAY.

The Straits opened their second innings by sending out B. L. Eddis and N. Greiner. Eddis took the first over at the Naval Yard end from Bird. The first ball of the innings was blocked and the remainder of this over consisted of finely pitched deliveries off which Eddis failed to open the scoring. Capt. Baird took over the bowling at the other end and Greiner hit the third ball to short leg for a single. Eddis scored another single off a pull to square leg and Greiner sent the next ball to leg boundary for 4 and scored another single from a leg hit in this over. Greiner now faced Bird and was nearly caught at point by Maundrell, with the score standing 7-1-6.

Lieut. Clarke went out to the wicket next and took Bird's last ball carefully. Eddis took Bird's ensuing over, and cut the third volley to the boundary for 4. Off the last ball of the over he hit a single into mid-field where he was missed by Turner. Off Bird's next over Clarke had a long straight drive for a single and another off Bird's ensuing attack. When Clarke again faced Bird he cut the last ball to the boundary. Eddis had a fine drive for 2 off the first ball sent down against him, Oliver fielding the leather just on the boundary. This he followed up with a single bringing the score up to 20. Off Bird's next over Clarke made a single to leg. When Baird next assumed the attack, Eddis gave a chance to Bird at point but was missed. The subsequent volley was driven into the long field for one run. Clarke lived the game up with a pull to the square-leg boundary for 4 off Bird's next over.

With the score standing at 30 Bagnall took over the bowling from Baird and opened with a couple of fast balls. His third went by and his fourth was driven by Eddis into the long field for 3. The last ball of the over was cut into the slips for a single. Off Bird's next attack Eddis (who had meanwhile changed his bat) failed to score and a maiden was recorded. Bagnall now sent down a very fast over against Clarke, who was unsuccessful in getting him away through the field. When bowling changed over, Eddis was nearly caught in the slip by Baird. Score—41-2-16.

Zehnder took up the bowling. In his place and took Bird's opening ball carefully. Only two balls had been sent down from Bird's end when "over" was called. Oliver took the bowling over from Bagnall and was cut into the slips for a single by Clarke. When Clarke took up his defence against Bird's attack he scored a boundary hit to leg. Off Oliver's next over Zehnder had a cut for a single. The second ball played by Oliver was returned softly into the bowler's hands and he retired with the score reading—47-3-17.

Hickley was the next man to go to the wicket. He played Oliver's opening deliveries carefully, but was unfortunate in being given out l.b.w. at the last ball of the over. The score now stood at 48-4-0, just as the saluting guns went at 12 o'clock.

R. M. McKenzie went in next and joined Zehnder, who had a nice low drive to the off in Bird's ensuing over. The rest of this essay was fruitless of runs. When Oliver again took the ball Zehnder pulled a loose ball round to square-leg for 2 and sent the subsequent ball in the same direction for a single. Ends were changed without further scoring. Off Bird's next over Zehnder had a fine drive to the Pavilion for 4, but he was smartly caught out by the bowler from the last ball of the over. Score—56-5-8.

V. Brown went out to partner McKenzie at the wicket and pulled his first ball to leg for one run. He then faced Oliver's bowling and played the first deliveries very carefully. The fourth ball he cut into the slips for a single. McKenzie played the last ball short. Brown was now facing Bird, whose second delivery he drove into the long field where he was badly missed by Edwards, who is usually a safe catch. A single run was taken off this hit and there was no further scoring to this over. In the next from Oliver's end, Brown had a cut for a single. McKenzie followed with a straight low drive, also for a single, and the next ball Brown skillfully pulled round to square-leg for 2. When McKenzie again faced Bird he found the bowling hard to get away and a maiden resulted. Oliver's next over sent down against Brown was also a maiden. The second ball in Bird's subsequent over was strongly hit by McKenzie into the long field, where he was cleverly caught out by Edwards. Score—63-6-1.

Hubbard now took up the batting and as he was suffering from lameness, he was accompanied to the wicket by Eddis as runner. The last ball of Bird's over he drove to the off for a couple of runs. Off the third ball of Oliver's next attack Hubbard had a fine hit to the long-off boundary for 4 followed by a single off the last ball. Off the first ball of the next over from Bird's end, however, he was caught in the slips by Garnett and retired with the score at 70-7-11. Maundrell joined Hubbard at the wicket but was unlucky in being caught behind by Baird off a skied ball after scoring a couple. Score—7-1-2.

Hennessy went next to the wicket and took Oliver's next over, the last ball of which he pulled to square-leg for 2. Hubbard had a fine drive to the Grand Stand off Bird's ensuing over and also scored a single. When he faced Oliver again he made a short hit to the off for one run. Hennessy followed this up with another single hit into the long field, and the last two balls of this over Hubbard pulled round to the square leg boundary for 4 each. After a single off Bird in the next over, Hubbard had a fine boundary hit to leg for 4 and another drive into the long field for 4 also, bringing the score up to the century.

At this stage Capt. Baird took over the bowling from Oliver at the Naval Yard end and with his first ball he clean bowled Hennessy with a fast nicely pitched delivery. Score—100-9-3.

HONGKONG—SECOND INNINGS.

When play was resumed this afternoon after fifteen, the Hongkong second innings was opened by T. E. Pearce and A. C. E. Elborough with 69 runs to make for a win. Pearce took the opening over from Hennessy, bowling from the Naval Yard end, and cut him for a single off the second ball. The next was pulled to leg for 4 by Elborough. No further scoring was made off this over. At the other end, Clarke, the left-handed bowler, took up the attack, and his second was cut by Pearce for a single. His third was cut short into the slips by Elborough and his fourth delivery was driven to the off for one run. Elborough thus faced Hennessy on the next change of bowling. At the third delivery a leg bye was scored and it was put up on the telegraph board. Off the last ball of the over, Elborough made a single with a low straight drive. In the next over, Pearce cut Clarke cleverly into the slips for 2 and off the last ball made a single off a hit to the 'on. Hennessy's next attack was carefully taken by Pearce, who drove the third ball to cover-point for a single. Elborough did not score off the remaining two balls of this end. Pearce had a short hit for 1 off Clarke's next over, while Elborough pulled the same bowler to leg and drove him to the off for two. Hennessy sent down his next attack against Pearce who cut the second last ball of the over for a single and again took the bowling from the Pavilion end where McKenzie now relieved Clarke. Pearce was unsuccessful in getting the ball away for the first three deliveries, but the fourth he pulled round to square leg for 4 and followed up with a clean hit to cover for a single. The next ball which he took from Hennessy's end, Pearce hit to mid-on for one and Elborough added another single from a cut into the slips, well fielded by Hickley. Upon McKenzie taking up the bowling again, Elborough hit him to mid-off for one run and Pearce cut the next ball nicely to the boundary for 4, following up with an off hit for another single, bringing the score up to 30. He thus faced Hennessy in the next over and cut him into the slips for a single off the fourth ball. McKenzie's next over was a maiden taken by Pearce very carefully. Elborough pulled Hennessy to square leg for 2 in the ensuing over which was otherwise devoid of scoring. Off McKenzie's next over Pearce drove hard to the off for a single, which was smartly returned by Eddis. Elborough as a result being nearly run out. From Hennessy's next over Elborough had a single off a cut into the slips and as he was put up on the scoring board. Off McKenzie's next end Elborough had a nice hit to leg behind for one run, and a series of singles followed, until Elborough cut Hennessy cleverly through the slips for 4, bringing the total score up to 50. On the bowling changing ends, Pearce scored a single off Hennessy and Elborough drove the same bowler to the long-off for a hard-run 3.

Clarke was now put on as bowler in place of Hennessy and was cut to the boundary for four by Pearce; but at the next ball this batsman was given out leg before and retired with the score standing 62-1-26.

W. C. D. Turner followed on at the wicket and made a single hit to mid-off from the second delivery which he took from Clarke's end. On the bowling changing ends, Turner had a nice drive off McKenzie into the long field for one run while Elborough cut the next ball into the slips for a single. When Clarke resumed the offensive, Elborough sent him into the slips for one run; off the next ball Green narrowly missed Turner at the wicket. The subsequent ball was finely driven to the off by Turner for 4, thus bringing the score up to 70 and winning the match by 7 runs and 10 wickets. The attainment of this figure was greeted with great acclamation by the spectators, and the players retired amid continued applause.

Of the three previous matches played between Hongkong and the Straits, the Southern team had won two and the Hongkong team one, so that honours now rest even.

The detailed scores are as follows:—

STRAITS—SECOND INNINGS.

	O.	M.	R.	W.
N. Greiner, c Maundrell, b Bird	6			
B. L. Eddis, c Baird, b Bird	16			
Lieut. R. H. Clarke, c and b Oliver	17			
Lieut. B. S. Zehnder, c and b Bird	8			
T. G. Hickley, l.b.w., b Oliver	0			
R. M. McKenzie, c Edwards, b Bird	1			
V. Brown, c Garnett, b Bird	11			
T. R. Hubbard, b Bird	23			
S. C. A. Maundrell, c Baird, b Bird	2			
P. H. Hennessy, b Baird	3			
R. A. Cavendish, not out	0			
Extras	13			
Total	100			

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
Capt. Baird	6	1	18	1
Lieut. Bagnall	2	1	3	0
R. E. H. Oliver	9	1	20	2

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
Capt. Baird	6	1	18	1
Lieut. Bagnall	2	1	3	0
R. E. H. Oliver	9	1	20	2

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
Capt. Baird	6	1	18	1
Lieut. Bagnall	2	1	3	0
R. E. H. Oliver	9	1	20	2

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	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
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	O.	M.	R.	W.
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	O.	M.	R.	W.
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R. E. H. Oliver	9	1	20	2

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
Capt. Baird	6	1	18	1
Lieut. Bagnall	2	1	3	0
R. E. H. Oliver	9	1	20	2

HONGKONG—SECOND INNINGS.

T. E. Pearce, l.b.w., b Clarke	16
A. C. E. Elborough, not out	30
W. C. D. Turner, not out	6
R. E. H. Oliver	
Capt. H. P. C. Bird	
Rev. W. H. Maundrell	
W. N. Edwards	
Capt. C. E. Garnett	
Lieut. H. W. Green	
Lieut. H. G. Bagnall	
R. E. O. Bird	
Extras	8
Total (for 1 wicket)	70
Declared closed.	

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessy	9		22	—
Lieut. Clarke	5		23	—
R. M. McKenzie	7	1	17	—

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instruction from W. D. GRAHAM, Esq., to sell by PUBLIC AUCTION,

FRIDAY,

the 3rd December, 1909, at 2 P.M. within his residence, "Hayter," the Peak.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

AND EFFECTS including a COTTAGE PIANO by E. Krause, Stuttgart;

ALSO An Assortment of OLD CHINESE CURIOS. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 25th November,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$250,000 }	\$2,001,819	Interim of £2 for account 1909 @ ex 1/10 = \$12.72	4 % \$995 sales London £91.5
National Bank of China, Limited	99,925	7	£6	{ £4,000 \$40,000 }	\$30,552	\$2 (London 3/6) for 1909	5 % \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$250,000 }	none	\$10 for 1908	7 % \$163 sales
North China Insurance Company, Limited	10,000	15	£5	{ Tls. 150,000 Tls. 1,500,000 Tls. 250,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 166 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ £1,500,000 \$15,000,000 \$250,000 }	\$2,464,932	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$860 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$7,767	\$12 and bonus \$3 for 1907	7 % \$230 sellers
FIRE.							
China Fire Insurance Company	70,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$175,341	\$6 and bonus \$2 for 1907	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$68,711	\$27 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$70,000 \$1,000 }	\$1,035	\$2 for 1906	7 % \$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$2,500,000 \$50,000 }	Nil	2 1/2 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$10,000,000 \$250,000 }	\$2,770	Interim of \$12 for account 1909	7 1/2 % \$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,000,000 £10,000,000 £250,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 = \$3.154 Final of 2/- for 1908 and interim of 1/- for 1909 }	6 % 66/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £10,000,000 £250,000 }	£61,817	{ £1.00 for year ending 10.4.1909 \$0.50 }	4 % \$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,122		3 1/2 % \$24
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$3,500,000 \$70,000 }	\$1,558	\$5 for year ending 31.12.08	3 1/2 % \$159 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	Nil	\$3 for 1907	5 % \$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 1,000,000 Tls. 20,000 }	Tls. 6,127	Tls. 3 1/2 for year ending 31.8.08	5 % Tls. 160 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £10,000,000 £250,000 }	£1,43	Final of 1/- making 3/- for 1909	7 % Tls. 194
Raub Australian Gold Mining Company, Limited	50,000	18/10	£1	{ £1,000,000 £10,000,000 £250,000 }	£1,101	No. 12 of 1/- = 48 cents	5 1/2 % \$74 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,411	\$1.25 for year ending 31.12.06	5 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$10,109	None	5 1/2 % \$634 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$145,162	Interim of \$1 1/2 for account 1909	6 1/2 % Tls. 76 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 60,000 Tls. 600,000 Tls. 10,000 }	Tls. 6,316	Final of Tls. 2 1/2 for year ending 30.4.09	7 % Tls. 128 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ Tls. 60,000 Tls. 600,000 Tls. 10,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 128 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	{ Tls. 15,000 Tls. 150,000 Tls. 2,500 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$10,000,000 \$250,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	5 1/2 % \$75 sales
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$1,000,000 \$10,000,000 \$250,000 }	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$433 new b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$1,000,000 \$10,000,000 \$250,000 }	\$5,475	Interim of \$1 for account 1909	6 1/2 % \$9 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$5,486	60 cents for 1908	5 % \$50 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,000,000 \$10,000,000 \$250,000 }	\$578	\$1 1/2 for 1908	6 1/2 % Tls. 120 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 15,000,000 Tls. 250,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	8 1/2 % Tls. 144 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	1,968	Interim of 1/2 for account 1909	8 1/2 % Tls. 144 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 150,000 Tls. 1,500,000 Tls. 25,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.08	3 1/2 % Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$9,553	50 cents for year ending 31.7.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 1,750,000 Tls. 25,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	5 % Tls. 85
Loan-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ Tls. 100,000 Tls. 1,000,000 Tls. 25,000 }	Tls. 4,829	Tls. 4 for 1908	5 % Tls. 104
Sey-Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5.0	{ Tls. 1,500,000 Tls. 15,000,000 Tls. 250,000 }	Tls. 15,912	Tls. 5 for 1908	5 % Tls. 435
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$15,000 \$250,000 }	£648	15 % per share for 1908	5 % \$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$10,000,000 \$250,000 }	Nil	\$1.20 for 1908	9 % \$121 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$61,138	50 cents for year ending 28.2.06	8 1/2 % \$6 buyers
China Do. Do. special shares	125,000	\$1	\$1	{ \$1,000,000 \$10,000,000 \$250,000 }	3,407	80 cents for 1908	8 1/2 % \$94 sales
China Provident Loan & Mortgage Company, Ltd.	40,000	\$7 1/2	\$6	{ \$1,000,000 \$10,000,000 \$250,000 }	1,89	\$1.10 for year ending 31.7.09	8 1/2 % \$161 sellers
Dairy Farm Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$3,750	Interim of 35 cents for account 1909	12 % \$74 sales
Green Island Cement Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$670	8 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$5195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$204 sellers
Hongkong Electric Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$766	Interim of \$1 for account 1909	10 1/2 % \$180 sellers
Hongkong Ice Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$8790	Interim of \$1 for account 1909	10 1/2 % \$13 sellers
Hongkong Rope Manufacturing Company, Ltd.	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 5,475,000 Tls. 87,500 }	Tls. 316,682	Third quarterly of Tls. 1 1/4 for account 1909	6 % Tls. 707 sales
Maatschappij tot Exploitatie van Landbouwen- plaatjes in Langkat, Limited	25,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,204	80 cents for year ending 30.4.09	6 % \$138
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	18,640	\$1 paid shares for year ending 30.4.09	3 1/2 % \$140
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	5,250	None	4 1/2 % Tls. 112 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 148,100 Tls. 2,370 }	\$56,002	Final Tls. 5 making Tls. 8 for 1908	7 % \$34 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$63	None	7 % \$12
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$172	40 cents for year ending 31.5.09	5 % \$10 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$343	60 cents for year ending 31.12.08	6 1/2 % \$124 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$1,000,000 \$10,000,000 \$250,000 }	\$2,613	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$8 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$782	Final of 30 cents for 1908	6 1/2 % \$3 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000,000 \$10,000,000 \$250,000 }	none	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	5 % \$3 sales
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	{ \$1,000,000 \$10,000,000 \$250,000 }	none	Interim of 12 1/2 % for account 1909	14 1/2 % \$145 buyers
Balgownie Rubber Estate, Limited	20,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	\$11,105	20 % interim for 1909	5 1/2 % \$67 buyers
Catfield Rubber Estate, Limited	32,850	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	2 1/2 for 1909	5 1/2 % \$31 sellers
Damansara (Selangor) Rubber Co.	110,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	£2,220	None	8 1/2 % \$51 buyers
Golconda Malay Rubber Co.	80,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	6 1/2 % \$66 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	18,434	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	£8,784	7 1/2 % interim for 1909	10 1/2 % nominal
do. do. (contributory)	125,547	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Kamuning (Perak) Rubber Tin & Co.	105,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
do. do. A shares	105,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
do. do. B shares	105,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
do. do. (7 1/2 % pref.)	10,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Regalla Rubber Company, Limited (ordinary)	22,500	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
do. do. (8 1/2 % pref.)	2,500	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Ledbury Rubber Estates, Limited	6,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
do. do. (contributory)	40,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Sagga Rubber Company, Limited	20,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Sandycroft Rubber Company	10,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Selangor Rubber Company, Limited	80,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,275	Interim of 50 % for 1909	20 % \$775 buyers
Shiford Rubber Estate Limited	65,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Singapore & Johore Rubber Company, Limited	2,500	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	£286	3 % for 1908	3 1/2 % \$325 sellers
Singai Choh Rubber Estate Company, Limited	45,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	10 1/2 % nominal
Singai Kapar Rubber Company	110,000	£1	£1	{ \$1,000,000 \$10,000,000 \$250,000 }	£3,448	8 1/2 % interim for 1909	7 1/2 % nominal

Intimations

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